

COMMUNICATION.

OFFICE OF THE BALTIMORE AND OHIO RAIL ROAD COMPANY,

August 2nd, 1843.

To His Excellency,

FRANCIS THOMAS,

Governor of the State of Maryland.

SIR:—There has been so great a falling off in the number of passengers transported over the Washington road subsequent to the adjournment of the Legislature, compared with the corresponding months of preceding years as to make it my duty to bring the subject officially to your notice.

The travel over this road does not consist merely of persons using it between the cities of Baltimore and Washington, and from intermediate points, but also of travellers between the Northern and Southern cities, which last ought to be, and in past years has been, a fruitful source of profit upon the road.

Without adverting to the increased aggregate revenue which has with great uniformity attended a low rate of charge upon other roads upon which it has been adopted, it is necessary I should state that, for the class of travel last mentioned, the Washington road has to encounter a formidable competition not only with the line of steam boats and packets from New York by sea to the Southern cities, but also with the line of boats by the Chesapeake bay from Baltimore to Norfolk, and thence South by rail roads in connexion with the bay line. This last has been found the most pressing and formidable; so much so, as to command the attention and efforts of the various companies composing the connection of the inland route from Baltimore via Washington, to devise means of counter-acting it.

Your Excellency is aware that by the provisions of the Charter authorizing the Washington road, the rail road company have no authority, without the consent of the General Assembly, or in the recess of that body the consent of the Governor, to reduce the maximum charge of \$2.50 for conveying each person the whole